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THE SERVICE.



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NAVY CROSS AWARDED.

On September 27, 1940, the President of the United States presented the Navy Cross to Commander Johannes F. Jensen, U. S. Naval Reserve (Retired), in accordance with authorization granted by a Special Act of Congress in recognition of his heroic conduct on October 28, 1917, when, as acting Master of the FINLAND, a United States Army chartered transport, was largely responsible for the saving of that ship and for its being brought safely into port after being torpedoed. The Commandant, Third Naval District, presented the decoration to Commander Jensen.

Commander Jensen was promoted to the grade of Commander upon being retired under authority of the Naval Reserve Act, which provides for the promotion of Reservists specially commended for their performance of duty in actual combat with the enemy at the time of their being placed on the Honorary Retired List.

COMMENDATIONS.

Letters of commendation have been issued by the Chief of the Bureau of Navigation as follows:

ASHWORTH, Calvin Andrew, SF 1c, U.S.N., U.S.S. Vestal, for originality, initiative and interest in designing a method of repairing aluminum chairs used on board ships.

HUDDLESTON, Albert Edward, Bmkr 1c, U.S.N., U.S.S. Vestal, for the assistance and encouragement rendered Calvin Andrew Ashworth, SF 1c, who designed a method of repairing aluminum chairs for use on board naval vessels.

HILL, James Boliver, SF 2c, U.S.N., U.S.S. Chester, for developing a combination clamp and screwdriver which is being used in removing and replacing port frames. The Bureau commends him for his display of interest and initiative in developing a tool of such time-saving qualities.

WOZNICK, Walter Peter, SF 3c, U.S.N., U.S.S. Chester, for developing a combination clamp and screwdriver which is being used in removing and replacing port frames. The Bureau commends him for his display of interest and initiative in developing a tool of such time-saving qualities.

SPONSORS.

U.S.S. Hornet.

The President of the United States has designated Mrs. Frank Knox, wife of the Honorable Frank Knox, Secretary of the Navy, as sponsor for the U.S.S. Hornet.

The U.S.S. Hornet is scheduled to be launched at the Newport News Shipbuilding & Dry Dock Company, Newport News, Virginia, December 20, 1940.

This vessel, the sixth of that name, was authorized by Act of Congress dated May 17, 1938.

U.S.S. Grampus.

Mrs. Clark H. Woodward, wife of Rear Admiral Clark H. Woodward, U.S.N., Commandant Third Naval District, Navy Yard, New York, has been designated as sponsor for the U.S.S. Grampus. The U.S.S. Grampus is scheduled to be launched at the Electric Bost Company, Groton, Connecticut, December 23, 1940.

This vessel was authorized by Act of Congress dated May 17, 1938.

U.S.S. Fulton.

Mrs. Arthur T. Sutcliffe, 151 East 82nd Street, New York City, New York, has been designated as sponsor for the U.S.S. Fulton, named in honor of her great-grandfather, the late Robert Fulton. The U.S.S. Fulton is scheduled to be launched at the Navy Yard, Mare Island, California, sometime in December, 1940. No definite date has, as yet, been set for this vessel.

The U.S.S. Fulton was authorized by Act of Congress dated July 30, 1937. This is the second vessel to be named in honor of the American inventor.

U.S.S. Edison.

The Secretary of the Navy has designated Mrs. Mina M. Edison Hughes of Seminole Lodge, Fort Meyers, Florida, as sponsor for the U.S.S. Edison, named in honor of her former husband, the late Thomas Alva Edison.

The U.S.S. Edison is scheduled to be launched at the plant of the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey, November 23, 1940.

The U.S.S. Edison is the first vessel so called. It was authorized by Act of Congress dated May 17, 1938.

U.S.S. Biscayne.

The Secretary of the Navy has designated Mrs. Alexander M. Charlton, wife of Captain Alexander M. Charlton, U.S. Navy, Manager, Navy Yard, Puget Sound, Washington, as sponsor for the U.S.S. Biscayne.

The U.S.S. Biscayne is scheduled to be launched at the Puget Sound Navy Yard about January 1, 1941.

This vessel was authorized by Act of Congress May 17, 1938.

NEW SHIPS ACQUIRED.

The following Merchant Vessels have been purchased by the Navy for use as Auxiliary Vessels and have been renamed as follows:

<u>Navy Name</u>	<u>Former Name</u>	<u>Navy Use</u>
TANGIER	SEA ARROW	Seaplane Tender
HARRIS	PRESIDENT GRANT	Transport
ZEILIN	PRESIDENT JACKSON	Transport
McCAWLEY	SANTA BARBARA	Transport
BARNETT	SANTA MARIA	Transport
SOLACE	IROQUOIS	Hospital Ship
GRIFFIN	MORMACPENN	Submarine Tender
SABINE	ESSO ALBANY	Oiler
SYLPH	INTREPID	Patrol Vessel
ALBATROSS	ILLINOIS	Mine Sweeper
BLUEBIRD	MAINE	Mine Sweeper
GRACKLE	NOTRE DAME	Mine Sweeper
HOPOCAN	CARMELITE	District Craft
MENEWA	CONSULTOR	District Craft
ONEKA	COUNSELOR	District Craft
MAHASKA	CRUSADER	District Craft
KESHENA	RAYMOND CARD	District Craft
CANASATEGO	SHEILA MORAN	District Craft
DONACONA	PETER MORAN	District Craft
MANKATO	GEORGE W. CODRINGTON	District Craft
CONANICUT	POUGHKEEPSIE	Ferry Boat
GOSHAWK	PENOBSCOT	Mine Sweeper
KESTREL	CHANCO	Mine Sweeper
KASKASKIA	ESSO RICHMOND	Oiler
SANGAMON	ESSO TRENTON	Oiler
SALAMONIE	ESSO COLUMBIA	Oiler
SABINE	ESSO ALBANY	Oiler
SANTEE	SEAKAY	Oiler

FLIGHT PAY, ENSIGNS A-V(N).

On September 25, 1940, the Comptroller General in Decision B-12339 stated that the primary purpose of the appointment of aviation cadets was that they be required to fly and their pay was fixed to include flying risk. Under the terms of the Act providing for aviation cadets, no order specifically detailing them to participate in regular and frequent aerial flights is necessary. Such being the case, when aviation cadets are commissioned as ensigns under the Act of 1939 and are continued on active duty, it is proper that the orders assigning them to duty as officers should recite that their "existing detail to duty involving flying continues in effect." Accordingly, increased pay for flying duty, other conditions being met, will be allowed between the date of acceptance by the aviation cadet of his commission in the Naval Reserve and his reporting for duty under his orders as an ensign.

CLASS FOR NAVAL RESERVE SUPPLY CORPS OFFICERS.

A special training class for Naval Reserve Supply Corps officers was conducted at Georgetown University, Washington, D. C., between the dates of July 8, 1940, and September 9, 1940. Sixty-six officers were ordered and sixty-one completed the class. All graduates were immediately ordered to active duty afloat except in a few cases. These few were ordered ashore

temporarily preparatory to assignment afloat.

A similar class is now in progress at Building H Naval Hospital, Washington, D. C. The second class convened on October 7, 1940, with thirty-six Reserve officers enrolled.

OFFICER REPLACEMENTS FOR ASIATIC STATION.

It is estimated that the following line officer replacements will be required on the asiatic station during the months indicated for the calendar year 1941.

January	-	1 commander
February	-	3 lieutenants 1 ensign (A-V(N) USNR)
March	-	3 commanders (1 formerly of Construction Corps) 4 lieutenants
April	-	1 commander (Engineering Duty Only) 1 lieutenant commander 1 lieutenant (jg) (aviator)
May	-	1 captain 1 commander 2 lieutenant commanders 6 lieutenants (1 formerly of Construction Corps)
June	-	1 commander 4 lieutenant commanders (3 aviators) 1 lieutenant (jg) (aviator)
July	-	1 captain 3 commanders (1 Engineering Duty Only) 1 lieutenant commander 5 lieutenants
August	-	1 captain 1 commander 2 lieutenant commanders (1 Japanese Language officer) 3 lieutenants
September	-	1 commander (aviator) 4 lieutenant commanders 2 lieutenants (1 aviator)
October	-	1 lieutenant 2 ensigns (A-V(N) USNR)
November	-	1 lieutenant commander 2 ensigns (A-V (N) USNR)
December	-	2 lieutenant commanders 2 lieutenants 1 ensign (A-V(N) USNR)

RESERVE MIDSHIPMEN.

To meet the needs of a greatly expanding Navy, and to have available trained reserve officer personnel with a good groundwork in naval subjects, and to completely and efficiently man all ships, the Navy Department has instituted a plan for the training of Reserve Midshipmen. This plan is now in progress.

Upon the satisfactory completion of the below outlined course, it is expected that over 4,000 Reserve Midshipmen will be commissioned as Ensigns D-V(G), U.S. Naval Reserve (Deck Officers of the Volunteer Reserve for general service).

This training is divided into two stages. The first is a "Probationary Enlisted Status," designated as Class V-7, U.S.N.R. The second stage is that of "Reserve Midshipman." Qualifications for enlistment in Class V-7 are high, in order to obtain a high type of candidate. Men who desire to enlist, with the ultimate objective of receiving a commission, must have a minimum of two years' college credits from accredited universities, have completed logarithms and plane trigonometry, be American born, not married, between the ages of 19 and 26, and pass the physical examination required for Ensign D-V(G). Candidates must also submit two letters of recommendation from responsible citizens. Those under 21 years of age must present signed consent of their parent or guardian.

From the above it is obvious that the initial qualifications are such as to produce a high type of mature candidate with a good educational groundwork. About half of the men enlisting are college graduates. The training given the Reserve Midshipmen is not supposed to be comparable to that given Midshipmen at the Naval Academy, or to Naval R.O.T.C. students, but this training, supplemented by the sincere and intelligent cooperation of the officers of the fleet, should produce within a reasonable time a reserve officer who can satisfactorily handle the duties required of his rank.

FIRST STAGE - PROBATIONARY ENLISTED STATUS.

After meeting the preliminary qualifications and being enlisted as an Apprentice Seaman in Class V-7, U.S. Naval Reserve, the candidate is required to cruise in a battleship or cruiser for approximately thirty days. The mission during the cruise is to determine whether or not the candidate possesses officer-like qualities; to familiarize him with Navy life and with practical work, so as to help him determine whether he desires to continue; to indoctrinate him with Navy ideals, customs, and traditions; and to accustom him to naval discipline.

While on the 30-day training cruise the men are given as many opportunities as possible to demonstrate to the officers in charge of them what potential qualities of military character they possess. They receive instruction which embodies gunnery drills, firing of broadside guns, communications, deck watches at sea and in port, watches in engineering, and indoctrination in naval discipline and customs. At the end of each week they are assigned a mark in aptitude. At the conclusion of the fourth week

marks are averaged and a cruise mark assigned. Considering this mark and the officer-like qualities, as observed by the various instructors, the commanding officer recommends those whom he considers qualified to continue training in the Reserve Midshipmen Schools.

Three cruises have been completed. Approximately 600 men were cruised on the first cruise, 1500 on the second, and 1500 on the third. About 1500 more are now making the fourth cruise in the Wichita, Tuscaloosa, Quincy, New York, and Arkansas. It is expected to cruise over 6,000 men. Of these it is estimated that slightly over 5,000 will be ordered to further training in Reserve Midshipmen Schools, and approximately 700 men from the first two cruises are now under instruction.

SECOND STAGE -- RESERVE MIDSHIPMAN STATUS.

Three Reserve Midshipmen Schools are to be used for training successful V-7 Apprentice Seamen. They will be located as follows:

U.S.S. Illinois, at the foot of West 135th Street, New York, N.Y.
Abbott Hall, Northwestern University, Chicago, Ill.
U.S. Naval Academy, Annapolis, Md.

Of these the first two are already in operation, and the school at the Naval Academy will have its first class on February 14, 1941.

At Reserve Midshipmen Schools the course consists of 96 hours of Navigation, 87 hours of Ordnance, 27 hours of drill, and 87 hours of Communications, Naval Regulations, and Military Law combined.

Reserve Midshipmen who successfully complete the course of instruction in the above schools, and who pass the physical requirements, and who are recommended for commissions by the commanding officers of these schools, are commissioned Ensigns in the Naval Reserve.

Classes will continue as follows:

<u>Location</u>	<u>Class</u>	<u>Date</u>
U.S.S. Illinois	Second	November 22, 1940
	Third	March 6, 1941
	Fourth	June 12, 1941
Northwestern University	Second	December 16, 1940
	Third	March 17, 1941
	Fourth	June 16, 1941
U. S. Naval Academy	First	February 14, 1941

Of the 700 men now attending the Reserve Midshipmen Schools, it is expected to assign about 500 to active duty in the Fleet. When these men go to active duty, it is contemplated that they will be assigned as junior officers of divisions, or to communications, gunnery or engineering duties; and to a battle station. It is the intention that when so assigned they will remain on these duties indefinitely, becoming thereby

masters of their specific duties. The training of these officers is not such that they may be considered as all-around officers nor is it the immediate intention that their training aboard ship should be toward that end. It is therefore important that the background and general qualifications of these officers be carefully studied before assigning them to permanent stations in order that they may be assigned to those stations and duties commensurate with their qualifications. It is further highly desirable that those officers assigned to deck duties be given the opportunity to do a "day's work" in navigation whenever practicable while underway; and to qualify as Officer of the Deck underway and in Port. Lectures and tours of the ship may be arranged to broaden their basic knowledge.

NEW NAVAL RESERVE RADIO AND SIGNAL SCHOOLS.

A number of the new Naval Reserve Radio and Signal Schools are now in operation. The Radio and Signal School in the Los Angeles, California Armory, and at Noroton, Conn., are expected to open on January 1, and on November 6 respectively. The schools at Charleston, Chicago, and Indianapolis were opened on October 1, in San Francisco on October 21, and Bainbridge Island on October 28. Up to the present time there have been enlisted for these schools the following men: 1122 Seamen for Radio and 716 Seamen for Signalman. Up to October 28, 833 of these men had been ordered to the schools. Reports received from the various districts indicate that excellent progress is being made in the instruction of the students.

A class for Yeoman has just been established in connection with the Indianapolis Radio School.

Men who successfully graduate from the several schools will be rated Radioman 3/c, Signalman 3/c, or Yeoman 3/c, V-3 U.S.N.R.

UNDERWATER SOUND.

Training of Operators for New Construction.

A great percentage of Sound operators for submarines are now trained aboard. In the case of new construction vessels being launched during time of war this would be highly undesirable. A nucleus of one or two men trained as Sound operators should be aboard each submarine and destroyer upon commissioning. It is suggested that commanding officers take advantage of the time available during the fitting out period and of the facilities available at the East and West Coast Underwater Sound Schools to send personnel to these schools for training.

ASSIGNMENT OF NAVAL AVIATION PILOTS TO SERVICE SCHOOLS.

Enlisted personnel holding designation as Naval Aviation Pilot, who are ordered to Service Schools, will retain their designation, but the requirements of Article D-5323 (2) (d), Bureau of Navigation Manual, and paragraph 10 of Executive Order No. 5865 of June 27, 1932, which is quoted below, must be fulfilled to entitle them to draw extra compensa-

tion for their designation:

"For personnel of the Army, Navy, Marine Corps, or Coast Guard, or of the National Guard when participating in exercises or performing duties provided for by sections 94, 97, and 99 of the National Defense Act as amended, who are required by competent authority to participate regularly and frequently in aerial flights, the following requirements are prescribed: Provided, That any officer, warrant officer, or enlisted man who has been required to participate regularly and frequently in aerial flights by orders of competent authority and who as a result of such orders has participated regularly and frequently in aerial flights, as defined in this Executive order, and who subsequently becomes incapacitated for flying by reason of an aviation accident shall not be required to perform such aerial flights during such incapacity for a period not to exceed three months following the date of said accident:

- (a) During one calendar month. 10 or more flights totaling at least 3 hours, or in lieu thereof to be in the air a total of at least 4 hours.
- (b) During 2 consecutive calendar months, when the requirements of subparagraph (a) above have not been met. 20 or more flights totaling at least 6 hours, or in lieu thereof to be in the air a total of at least 8 hours.
- (c) During 3 consecutive calendar months, when the requirements of subparagraph (b) above have not been met. 30 or more flights totaling at least 9 hours, or in lieu thereof to be in the air a total of at least 12 hours.

(d) For fractions of a calendar month the number of aerial flights and the time in the air required shall bear the same ratio to the number of flights and the time in the air required for a full calendar month as the period in question bears to a full calendar month.

(e) For fractions of two consecutive calendar months the period in question shall be considered as a unit and the number of aerial flights and time in the air required shall bear the same ratio to the number of aerial flights and time in the air required for a full calendar month as the period in question bears to a full calendar month.

Note: The above requirements for any particular period may be met at any time during such period.

(f) Each officer, warrant officer, or enlisted man who is required by competent authority to participate regularly and frequently in aerial flights and who is a qualified aircraft pilot, and who is fit for duty as such, shall make the flights above required as pilot, except

that an officer, warrant officer, or enlisted man who is both a qualified pilot of lighter-than-air aircraft and a qualified aircraft observer shall make the flights above required either as pilot or as observer as may be directed by competent authority.

(g) Each officer, warrant officer, or enlisted man who is required by competent authority to participate regularly and frequently in aerial flights, and who is a qualified aircraft observer but is not a qualified aircraft pilot, shall make the flights above required as observer."

REPLACEMENTS REQUIRED ON THE ASIATIC STATION DURING THE
PERIOD 1 JANUARY 1941 TO 30 JUNE 1941.

SEAMAN BRANCH	ARTIFICER BRANCH	ARTIFICER BRANCH Engine Room	SPECIAL BRANCH	AVIATION BRANCH
5-TM2c	20-RM2c	50-MM2c	10-PHM3c	1-NAP,
25-TM3c	15-RM3c	1-Mldr2c	10-HALc	below
8-SM2c	1-Pmkr2c	13-Flc	5-Mus, any class	Chief
8-SM3c	1-Prtr1c	24-F2c	1-Bug2c	
4-FC1c	1-Prtr3c	90-F3c	26-Total	
1-FC2c	38-Total	178-Total		
832-Sea2c				
883-Total				

Specialists required:

- 1-Watch and clock repairman.
- 3-Divers, first class.
- 3-X-Ray technicians.
- 2-Prosthetic dental technicians.
- 1-Cornet.
- 1-Baritone.
- 1-BB Bass.
- 1-Trombone.
- 1-Clarinet and saxophone.

REPLACEMENTS REQUIRED NAVAL STATION GUAM DURING
THE PERIOD 1 JANUARY 1941 TO 30 JUNE 1941.

<u>1 Jan. - 31 Mar.</u>	<u>1 April - 30 June</u>
1-Cox	2-CBM
2-Sea2c	2-MM2c
1-Bmkr2c	2-F2c
1-CMM	1-Cox
3-F3c	7-F3c
1-OS2c	1-CQM
1-OC2c	1-Y1c
	1-QM2c
	1-Y3c
	3-Sea2c
	1-CSK
	1-EM1c
	1-SK1c
	1-EM3c
	1-SC1c
	1-SC2c
	2-BM2c
	1-Bkr2c
	1-RM3c
	1-Matt1c
	1-CM1c
	1-Aerog1c
	1-CMM
	1-Aerog3c
	2-MM1c

REPLACEMENTS REQUIRED FOR THE NAVAL STATION AND STATION SHIP,
TUTUILA, SAMOA, DURING THE PERIOD 1 JANUARY 1941 TO 30 JUNE 1941.

<u>January</u>	<u>February</u>	<u>March</u>	<u>April</u>	<u>May</u>	<u>June</u>
1-QM1c	1-RM1c	1-CSK	1-SC1c#	1-CBM	1-CPhM
1-QM3c	1-WI2c	1-OM1c	1-EM2c%	1-CWT	1-PhM3c
1-EM1c	1-Flc	1-CRM	1-Aerog2c	1-Rmstr	1-MM2c
2-RM1c*		1-RM2c	1-SK2c	1-RM1c	1-SK2c
2-PhM1c**		1-MM2c	1-Prtr2c	1-PhM1c	1-SC3c
2-RM2c		1-Flc	1-Y2c	1-MM1c	
1-PhM3c		1-Sea2c	1-Sealc	1-SF2c	
2-MM2c			1-Flc		
1-Y2c					
1-Sea2c					
1-F3c					

* 1 to be Radio Material School Graduate.

** 1 to be qualified embalmer.

Qualified butcher.

% Qualified Sound Motion-Picture Operator.

The foregoing tabulation of replacements includes personnel required for the U.S.S. ONTARIO.

A GOOD WORD FOR FLEET RESERVISTS.

The following is an extract from a personal letter received from Commanding Officer of U.S.S. _____:

"The Fleet Reservists on the ship have been a God send to us. They turn to with a will both as regards long hours and instructing the youngsters. Although some of them are not as agile as during their active duty they more than pay up for their defects in their willingness and ability, compared with any class of men I have seen during my Naval career. I hope that through your contacts in the Bureau you will be able to put in a good word for all of them who are called back to active duty. In 99% of the cases of reserves in the service the result has been a serious disruption of their family life and their financial status as a civilian. I feel certain that they all more than realize their debt to the Navy for the pay they received for inactive service but in many cases the loss financially at this time is much greater than the gain prior to recall to active duty."

ENLISTED MEN SELECTED FOR THE NAVAL ACADEMY PREPARATORY SCHOOL.

In addition to the men selected for the Naval Academy Preparatory School by preliminary competitive examinations held on August 1st, the following listed men of the Navy and Marine Corps have been selected for the school under the recently enacted law extending the maximum entrance age at the Naval Academy from the 20th to the 21st birthday.

Men nominated whose educational and test records were below the standard necessary for selection should be encouraged to prepare on board for the Naval Academy entrance examinations to be held in April 1941.

<u>Name</u>	<u>Rate</u>	<u>Ship</u>
Aldrich, William Leonard	Sealc	West Virginia
Ashley, Theodore Chace	F1c	Trippe
Atwood, Richard Clinton, Jr.	Sealc	Cassin
Axelson, Robert Richard	FC3c	Ranger
Bennett, Warren Rollin	Sea2c	Kennison
Benson, Howard Nels	MM2c	Raleigh
Best, Guy A.	Sealc	West Virginia
Brown, William Hamilton	Sea2c	New York
Camp, Joseph M.	Cox	Richmond
Coleman, Lawrence Wayne	EM3c	Maryland
Colvin, Ted Howard	F1c	Ranger
Cull, William Spence	EM3c	Wasp
Daniels, Edward Bernard	Sealc	Badger
Davison, William Emery	F1c	Vestal
Delgado, Robert	Sealc	MacLeish
Dzikowski, Richard Joseph	EM3c	McCall
Fowler, Homer Everett, Jr.	EM3c	Maryland
Frew, James Craig	Sea2c	Plunkett
Gambrill, Robert Allen, Jr.	Sealc	Rowan
Garland, George Banner	Sea2c	Yorktown
Gibson, Warren Louis	RM3c	Oglala
Harritt, William Lowell	Sea2c	California
Hefner, Omaler W., Jr.	Sea2c	Lexington
Hildebrand, Joseph Harold	EM3c	Raleigh
Hinton, Lynn Ivan	Sealc	Arizona
Hinz, Andrew Warren	F2c	California
Hooper, Clifford H.	Sealc	Platte
Hurst, Howard Benedict	Sealc	Colorado
Ives, Thomas King	Sealc	New Mexico
Jackson, Henry Isaac	PhM3c	Utah
Johnson, Richard Eugene	Sea2c	Nevada
Kolkebeck, Harry James	F2c	Colorado (Coast Guard Acad.)
Lackey, Keith Walter	Sealc	Colorado
Landreth, Douglas Eugene	Sealc	Arizona
Lyons, Thomas Henry	Sealc	New Mexico
Mullins, Roger Hugh	Sealc	Arizona
Parker, Barr, Jr.	Sealc	Chicago
Pattison, William Joseph	Sealc	Brooklyn
Phillips, Robert James	AMM3c	Mississippi
Pressler, Jack Milton	Sealc	Aylwin
Purdue, Gerald Robert	F2c	NAS, San Juan
Rea, Paul Garren	Sealc	Arizona
Richards, Edward Samuel	RM3c	Keosanqua
Riplog, Peter Marshall	EM3c	Tennessee
Saroch, Emil	QM3c	Melville
Shaner, Jesse Allen	F3c	California
Shuman, William Parks, Jr.	SM3c	Reid
Thompson, Harry Eugene	RM3c	Holland
Trueblood, Harold James	Sealc	Arizona

<u>Name</u>	<u>Rate</u>	<u>Ship</u>
Wilcox, Joe Jeff	Sealc	Dobbin
Wolski, Lawrence Arnold	F2c	Helena

MARINES

Bonner, Roderick C.	Pfc.	Saratoga
Bradshaw, Frank Lamar	Pvt.	New Mexico
Brady, Byron Francis, Jr.	Corp.	San Francisco
Holzbauer, Joseph Francis	Pfc.	St. Louis
Snyder, Arthur Leland	Pfc.	Marbks, Quantico, Va.

TRANSPORTATION OF DEPENDENTS OF 2ND CLASS PETTY OFFICERS.

Section 12 (a) of Defense Act of Sept. 16, 1940, provides as follows: "Enlisted men of the Navy shall be entitled to receive at least the same pay and allowances as are provided for enlisted men in similar grades in the Army and Marine Corps." The effect of this legislation, among other things, is to authorize transportation of dependents of second class petty officers on permanent change of station under conditions similar to that applying to other personnel under the basic act of May 18, 1920.

Sub. Par. (b) of Section 12 provides "no back pay or allowances shall accrue by reason of this act for any period prior to Oct. 1, 1940."

Notwithstanding the fact that ALNAV #89 of October 7, 1940, promulgating information relative to transportation of dependents of second class petty officers stated that the instructions contained therein were effective Oct. 1, 1940, the Bureau is receiving numerous applications from second class petty officers for transportation of their dependents on changes of stations that were made prior to Oct. 1, 1940.

It appears highly desirable to bring to the attention of all concerned the fact that no right to transportation of dependents of second class petty officers accrues on any change of station made prior to Oct. 1, 1940, even though the dependents may not have as yet performed any travel on that change of station. The determining factor is the effective date of the change of station and not necessarily the date of the order. The effective date in case of change in the home yard or home port of a vessel is the date specified in the order issued by the Chief of Naval Operations. The effective date of an order issued to an individual is the date the individual is required to commence travel under the order. Any doubtful case should be referred to the Bureau of Navigation.

MEMBERS OF THE NAVAL RESERVE ASSIGNED TO ACTIVE DUTY TO BE GIVEN
A MEDICAL STATEMENT SHOWING PHYSICAL DEFECTS.

Sec. 3(a) of Public Resolution No. 96, 76th Congress, provides that any member of any Reserve component of the land or naval forces who is on active duty or who may be assigned to active duty, shall be given a physical examination at the beginning of such active duty or service and a medical statement showing any physical defects noted upon examination; and upon completion of the period of such active duty or service, each such person shall be given another physical examination and shall be given a medical statement showing any injuries, illnesses or disabilities suffered by him during such period of active duty or service.

By letter to commandants and commanding officers dated October 15, 1940, the Chief of the Bureau of Medicine and Surgery directed all medical officers to use the utmost care in the conduct of physical examinations of any officers, warrant officers, aviation cadets and enlisted men of the Naval Reserve and midshipmen and nurses of the Naval Reserve assigned to active duty. The following instructions were issued in regard to the furnishing of the medical certificates provided for by law:

"Upon reporting for active duty, Form Y shall be made out in duplicate; both original and copy to be signed by the medical examiner. The original Form Y shall be forwarded immediately to the Bureau of Medicine and Surgery. The signed copy will be delivered to the examinee. Both the original and copy shall contain a statement, signed by examinee, certifying as to the correctness of examination.

"Upon release from active duty, another physical examination shall be conducted and Form Y shall again be completed and disposed of as outlined above. Under 'History of Illness or Injury' (line 7), this Form Y shall contain a statement of any illness, injury or disability incurred during the period of active duty or service, as, for example:

USS _____, OCT. 3, 1940, influenza, 5 days

"The health record shall also contain a complete record of physical examination at the time of assignment to and release from service. Defects not sufficiently noted on the descriptive sheet of the health record shall be entered on medical history sheets."

H.O. PUB. 216 - AIRCRAFT NAVIGATIONAL MANUAL.

With the development of aviation, considerable research work has been carried out by the Hydrographic Office on the subject of aircraft navigation. As a result of these investigations several short methods of air navigation were developed, based on special tables. Recent publications of this office utilizing these methods are H. O. Pub. 208 (Dreisonstok), H. O. Pub. 211 (Ageton), and H. O. Pub. 214 (Tables of

Computed Altitude and Azimuth). In addition a navigation manual was prepared for the use of naval aviators.

However, this first manual of air navigation produced by the Hydrographic Office, included so much material having particular reference to naval aviation that its issue was restricted to the Naval Service. Recently, in view of the current program of aviation training, the growing interest in aviation, and the increasing number of student aviators throughout the country, it was decided this manual should be revised in such form that it could also be made available to the public. The first edition of this revised publication has now been released and placed on sale to the public as H. O. Publication No. 216 - "Aircraft Navigation Manual". The text of this book was prepared by officer instructors at the U. S. Naval Air Station, Pensacola, Florida in cooperation with the Hydrographic Office. Much of the material which has been in use at that station for the instruction of naval aviators has been included in this work. Where practicable, an adequate number of problems and answers for self-instruction, as well as numerous sketches and photographs have been included.

In general, the following subjects have been covered: Navigational definitions, charts and publications; aircraft navigational instruments; dead reckoning, radio and celestial navigational airway systems of the United States; meteorology; and nomenclature. Universities, colleges, and schools having courses in aerial navigation should find this publication quite valuable as a textbook.

The "Aircraft Navigation Manual" (H. O. Publication No. 216) may be procured for \$1 a copy from the Superintendent of Documents, Government Printing Office, Washington, D.C.; from the Hydrographic Office, U. S. Navy Department, Washington, D. C.; or its agents located in the principal ports of the United States.

MR. SHUBERT OFFERS GRATUITOUS SERVICES.

Mr. J. J. Shubert, who needs no introduction to the entertainment world, has generously offered, through Mr. Sam P. Gerson of the General Offices of Shubert Chicago Theatres, to donate his services, and the services of his organization, without any compensation whatsoever, to provide entertainment for the various camps and cantonments, including naval stations and naval vessels. He will also place at their disposal, without charge, all the productions of Leo and J. J. Shubert, which run into two and three thousand. Detailed information may be obtained from Mr. Sam P. Gerson, General Offices, Shubert Chicago Theatres, 121 N. Clark Street, Chicago, Illinois.

TRANSFER OF PAY ACCOUNTS.

The Bureau has been informed that out of 117 loans granted during the last quarter by a navy yard Auxiliary of the Navy Relief Society to enlisted men, 81 were because of non-receipt of pay accounts. The Bureau realizes that in some cases a delay in transferring pay accounts is unavoidable. However, it is believed that delays can be considerably reduced by prompt action and planning with relation to the meeting

of mail schedules. Ships and stations receiving men without pay accounts should make inquiry of the ships or stations transferring the men when accounts are not received within a reasonable time. Attention is invited to the hardship which may be placed upon a man or his family when he is unable to draw money which is properly due him.

RELIEF EXCHANGE FOR VESSELS ON EXTENDED FOREIGN SERVICE.

The following extracts are quoted from a letter received by the Bureau of Navigation:

"* * * * * the Comptroller has disallowed payments made by the Disbursing Officer, U.S.S. -----, during her voyage from the China Station to United States under my command, on the grounds that a ship making a voyage via foreign ports and in foreign waters cannot be considered as 'Stationed in Foreign Waters,' and therefore exchange relief cannot be allowed, no matter how long the ship is in these foreign waters."

SCHOOL CONCESSION.

Monmouth Military Institute at "Shadow Lawn", West Long Branch, N.J.
The regular tuition at this school is \$1100.00 for school term, plus cost of uniform which is approximately \$150.00. Will consider applications from sons of naval officers at the rate of \$600.00, payable \$75.00 per month, plus cost of uniform. Located 52 miles from New York City on fine estate of approximately 108 acres. Main building is fire-proof and contains about 128 rooms, including indoor swimming pool, billiard hall, theatre, bowling alley and gymnasium.

SHIP'S SERVICE INSURANCE POLICIES.

The Judge Advocate General has received and placed on file the below master or key policy and master bond. This policy and bond are considered to offer protection for ship's service activities commensurate with that offered by policies listed in Bunav ltr. JF/113-2(624) of March 5, 1940.

Aetna Insurance Company,
Hartford, Connecticut.

The Fidelity and Casualty Company of New York,
80 Maiden Lane,
New York, N. Y.

Agents: Kettner-Stafford-Goldsmith Co., Ltd.,
234-5-6 Spreckels Building,
San Diego, California.

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SHIP'S SERVICE INSURANCE POLICIES(contd).

The Judge Advocate General has received and placed on file the below master or key insurance policies. These policies are considered to offer protection for ship's service activities commensurate with that offered by policies listed in Bunav ltr. JF/L13-2(624) of March 5, 1940.

National Surety Corporation,
Agent: Mr. E. S. Carmack,
Woodward Building,
Washington, D. C.

Home Insurance Company of Hawaii, Ltd.,
Agent: Mr. William P. Crandall,
129 South King Street,
Honolulu, Hawaii.